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Figure 1: A schematic diagram of a two-stage process. Stage 1 is a 'Pre-Test' where a 'Test' is conducted. Stage 2 is a 'Post-Test' where a 'Test' is conducted. The diagram shows a flow from Stage 1 to Stage 2, with a feedback loop from Stage 2 back to Stage 1. The diagram is labeled 'Figure 1' and 'Figure 2'.

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ORIGIN

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SUPPLEMENT

- (a) The urgent completion of a 600 ton destroyer which was started under the Italian administration. The hull is completed, and the engines already acquired in Italy.
- (b) The completion of a 6,000 ton turbo-driven freighter. The hull is completed but the superstructure is lacking. Instructions were given to negotiate for the acquisition of all the relative drawings and designs of the engines ordered from the sub-contractors of the Cantieri Navali-Fabbrica Macchine di San Andrea, Trieste, with a view to placing an order for their construction in Czechoslovakia. Construction of two similar vessels is also under consideration.
- (c) The continuation of construction of three 1,000 H.P. tugs whose hulls have only been partially completed. It has not been decided what type of engines are to be installed. Since no suitable cranes are available to install the 30 ton boilers in the vessels consideration is being given to dismantle them and reassemble the boilers in the hulls. The refitting of the 1,100 H. P. tug NEPTUNE for ocean and salvage operations which would involve the substitution of six mm. hull plates for ten mm. The tug is to be equipped with two steam pumps, one diesel pump, and an electric generator unit.
- (d) The refitting of the 9,200 ton SS BIHAC, an ex-Italian freighter. Refitting is to take three months.
- (e) The salvage of the M/V LOCCHI (sunk in an air raid in March 1944) and the tug ARPIONE off the Genova Molo is being considered.

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CLASSIFICATION SECRET

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ADSO	X	A DEP.	X	FBT	SPDF	VIS		OIR	X
DADSO		FBK	X	FBV	SPDS	DEP.			
EXEC.		FBL		FBX	SPDT	CFCB			
CONTROL		FBM		FBZ	SCO	CTRB			
PLANS	X	FBP 3	X	SEDA	TRB	X	01A PDR02 00457D0000000500017		

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CENTRAL INTELLIGENCE GROUP

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2. Activities of Merchant Shipping and Water Transport

- (a) The following coastal vessels are under repair at the shipbuilding yards at Split and Susak and will be used for passenger traffic along the Dalmatian coast:

SS SPLIT	SS SARAJEVO	SS HERCEGOVINA
SS ZAGREB	SS CAVTAT	SS UCKA

In addition to the above the HRVATSKA, which was damaged during the war has been repaired in the shipbuilding yards of Lazarus at Susak.

3. Control of Shipping in Yugoslav Ports

- (a) The Yugoslav Government is concentrating on monopolizing all sea trade between Yugoslav ports and other Adriatic and Mediterranean ports. No foreign shipping agents are allowed to act as such in Yugoslav ports.
- (b) The chartering of ships and freight charges are controlled by the Jugoslavenske Promorske Agencije which has its offices in all ports and which is a branch of the Direkcija Promorske Plovidbe. These government controlled agencies have the right to control freight charges of non-Yugoslav ships wishing to load in Yugoslav ports, thus discouraging any competition from foreign shipping companies.

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